

## **Reflective Cracking Construction Notes**

**Date:** December 12, 2014

**Project:** Reflective Cracking Indoor Phase IV

**Weather:**

	6:54 AM	3:54 PM
Temperature (°F):	33.1	39.0
Dew Point (°F):	25.0	24.1
Humidity (%):	72	55
Visibility (Miles):	10.0	10.0
Wind (MPH):	8.1 WNW	12.7 NNW
Conditions:	Overcast	Clear

**Working Hours:** 7:00 AM – 4:30 PM

**Sub-Contractor(s):** SVT, ARA, United Concrete, Rodriguez Consulting

**Personnel:** (1) engineer (SVT), (1) technician (ARA), (1) supervisor, (3) concrete finishers (United), (1) survey consultant (Rodriguez)

**Equipment:** (1) concrete truck, hand tools

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United Concrete poured concrete for the new lead-in slab to the West of the test rig, as shown below in Figure 1, in the morning. Penn Jersey truck number 233 arrived at the NAPTF at approximately 9:00 am with a load of 4,000 psi concrete. The approximately 9-inch thick slab was finished using hand tools and provided with a broom-finished surface. At the request of SRA/FAA, United used a grooving tool to create a transverse contraction joint down the middle of the slab while the concrete was still fresh, shown in Figure (c). The slab was covered with concrete curing blankets upon completion.

SRA technicians obtained (3) cylinder samples of the concrete for compressive strength testing. United also continued the formwork installation, as shown below in Figure 2, for the Phase IV paving and applied additional Rapid Set Cement All® repair cement to the concrete surface of the test rig extending at least 6 inches from either side of the joint in order to level the surface.



(a) Pouring Concrete Lead Slab.



(b) Smoothing of Poured Concrete.

Figure 1. Pouring Concrete Lead-In Slab.



(c) Installed Joint.

Figure 1. Concrete Pouring of New Lead Slab West of Test Rig.



Figure 2. Continued Installation of Formwork.